

GREAT LAKES LEADS THEM ALL

Nine and Three-Tenths Miles of
Ships Produced in District
in Year.

HIGH SPEED FROM START

One Hundred and Twenty-Five More
Cargo Ships Delivered Than From
All Other American Ways in
the Same Time.

Washington.—Nine and three-tenths miles of clean-cut cargo ships. That is the latest official report on the contribution of the Great Lakes district yards to the American merchant marine. Held by canal restrictions to a lighter type of vessel than that made on the coasts, the district did not produce so many net tons as certain other sections. But it built more ships than any other district in the United States.

On September 1, 1917, the Great Lakes started to build for the government. The first ship turned over to the United States shipping board came from a Great Lakes yard. She was the Limoges, a 2,930-ton cargo carrier, under construction for French operators by the Toledo Shipbuilding company. On August 24, 1917, the Ninth district was created. It turned the Limoges over to the shipping board on August 30.

They had not permitted the grass to grow under their feet for some decades in that region of busy commerce. Now they saw to it that the ice did not grow under their ships. To beat not only the Hun but also the winter season was the first big task which the Ninth district faced. By almost superhuman effort the yards finished 27 vessels and got them to sea before the canals froze in 1917.

Production Rose Steadily.

When navigation opened in 1918 another fleet of 20 ships slipped newly built from the yards and went through the canals to the sea. From that date the Great Lakes production rose steadily until month after month the district turned out half the steel ships built in the United States, and sometimes more than half. Efficiency and energy combined in a veritable crusade of endeavor, and in November, 1918, the district touched the high point of its capacity. In that one month it built a fleet of 28 ships—nearly a ship a day.

This astounding output brought the total for the year up to 163 cargo vessels, one of them wood and the rest steel. In 12 months the Ninth district had produced just 125 more ships than all the American yards delivered in the year before America went to war.

Any narrative of the Great Lakes work is a progress from one shining triumph of this sort to another. The smallest yard of all, fitted with only three berths, actually delivered 13

ships in 1918 and finished a fourteenth only a little too late to get it out before winter. Between the end of November and the end of March it launched six ships more. Four of these are now completed and a fifth is almost ready for service. They are all of the 4,200-ton type.

Another yard built a 3,500-ton ship in 84 days. Another launched a 2,400-ton ship in 28 days. And a fourth yard broke the world's record when it launched a 3,500-ton ship in 17 days after the laying of the keel and delivered it completed to the shipping board in 14 days after the launching.

The ingenuity and co-operation which made such accomplishment possible were also what made the yards expand rapidly enough to meet wartime emergency and peace time necessity. There are 112 berths in the district now; 71 for cargo ships and 33 for tugs. The American Shipbuilding company has a yard of ten ways at

Detroit, Mich.; of five at Superior, Wis.; of three at Buffalo, N. Y.; of six at Chicago, Ill.; of three at Cleveland, O.; of eight at Lorain, O.; the Great Lakes Engineering works has a yard of four ways at Ashtabula, O., and another of eight ways at Ecorse, Mich.; the McDougall-Duluth company has a yard of nine ways at Duluth, Minn.; the Manitowoc Shipbuilding company has a yard of six ways at Saginaw, Mich.; the Toledo Shipbuilding company has a yard of six ways at Toledo, O., and the Glabe Shipbuilding company has a yard of five ways at Superior, Wis.

At all these yards the records for riveting, fabricating, tonnage per man, stand out like mountain peaks. For example, the average total number of rivet gangs in the district is about 10 per cent of the entire country, yet District Manager Benton points out joyously that the average output of these gangs enabled the lakes to deliver 30 per cent of the country's total ship tonnage.

"Team work" is the secret, according to the district executive, the builders, and the men. The district has been untroubled by strikes or other labor disturbances, or by disputes with builders.

TELLS OF FLIGHT ACROSS ANDES

Washington.—Latin America rapidly is producing notable aviators. Every encouragement to flying is given by numerous private clubs that look upon aviation as a sport and as the solution of difficult problems of the transportation of mail, passengers and merchandise. Frequently only a few miles of airline separate two important towns between which communication except by wire is a matter of days, if not weeks. This is due to mountainous topography, lack of railways and the rough and winding character of the few roads and trails. These handicaps seem only to stimulate the young South American to greater feats in the air and the governments to overcome them by establishing regular service as a matter of business. Together these forces are working a development of aviation in South America.

Flight Across Andes.

The particulars of the recent flight across the Andes of Lieut. Dagoberto Godoy of Chile, have come to the Pan-American Union for publication in its next bulletin. As the ocean adventure will be the greatest straightaway flight ever attempted, so was the accomplishment of the young Chilean army officer the breaking of the world's record for height in crossing mountain ranges. There are higher mountain chains than the Andes, but none, it is held, so difficult to cross by flying. To pass over the highest peaks has long been the ambition of Chilean and Argentinian aviators. The daring engineer, George Newberry of Argentina, was the first to be killed at the foot of one of them in an attempt to accomplish the feat. Another Argentinian engineer, Senor Mascias, also was killed. Lieutenant Zani next got with-

In a few miles of the divide and was forced to come to earth. Flueros, the popular Chilean flyer, failed in turn, Bradley and Zuloaga, two aeronauts of Argentina, a year ago crossed the Andes in a balloon and Luis C. Candelaria crossed the southern ridge at a height of 2,000 meters from Zapala to Cuncu still later in an airplane.

Godoy's flight was made from Santiago to Mendoza, a distance of 210 kilometers in one hour and twenty-eight minutes at a height of 17,300 feet. He used a monoplane with a 110 horsepower Le Rhone motor. No account of his victorious achievement can excel the description he gives of it himself in a contribution to the Bulletin, in which he says:

"At last I was to get a bird's-eye view of the peaks upon which I had so often gazed from the track of my airplane. The Bristol mounted into space for a time. I had not yet looked downward. I had to watch my altimeter, my compass, the regular throbs of the oil engine and the revolutions of the motor. I had to change the carburization continually and regulate the Le Rhone; and then, when my altimeter had passed the 17,000 feet, I looked downward.

In Unknown World.

"I was in an unknown world. The mountain range stood out wonderfully clear; everywhere were canyons, immense black-mouthed valleys, gentle foothills and icy slopes. At the left Tupungato rose near me to my own height, or perhaps higher, like an enormous skyscraper, a magnificent yet graceful tower rearing itself toward heaven. On one side it had a long, gradual, almost horizontal slope, like a palm of the hand, white and frozen, but hospitable, inviting me to alight and linger. But the impression was fleeting. The Bristol told me I was going 180 or 190 kilometers an hour, hence the scenery altered rapidly. A moment later I crossed the frontier. My country was behind me; before me lay the sister nation and triumph—my slight but longed-for victory.

"At that moment the motor missed and nearly stopped. I guessed what was the matter. The automatic engine was not working and the gasoline couldn't reach the carburetor. I worked an instant and the engine and rotary started up again before the change had affected the apparatus. I had to land. So I lessened the supply of gas slightly and began to descend slowly. The needle, which had reached a maximum of 17,300 feet, gradually lowered. Then the battle began, which lasted perhaps three or four minutes. The plane seemed to be crazy. That morning there had been a windstorm on the Argentinian side. Perhaps that was the result of the cyclone. Then—calm again. And there in the distance among the far-away foothills, insignificant when contrasted with the huge bulks I had just left, rose the outline of the Mendoza, beyond the great plain, covered by a heavy veil of clouds."

29-Year-Old Goose Has Record in Egg-Laying

Hereford, Pa.—Peter A. Metz of near Creamery is the owner of a goose that is twenty-nine years old, and has a record—laying eight eggs during the year. The last egg she laid measured 8 1/2 by 1 1/4 inches in circumference. The goose is in a mournful tune, for some time ago death robbed her of her life partner, "Pete," the gander. A dog snuffed out the life of "Pete."

Gets Many Letters in One Day.

Dayton, Ohio.—One hundred and two letters in one day is some mail for a mere lieutenant to receive, but Lieut. Sam A. Stephens of this city got that many at the front the other day, according to a cablegram to his parents here. "Am well and busy answering my mail," he cabled.

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Laboratory experiments conducted of late have shown that a candle flame will become extinguished when the oxygen content of the atmosphere in which it is burning falls to about 45 per cent. Sulphur stops burning when all but 13.5 per cent of the oxygen in an enclosed space has been exhausted. The case of charcoal, however, is notable. Combustion continues until only 9 per cent of the oxygen remains.

He that comes after sees with more eyes than his own.

Figures Never Lie.

In January, 1910, there were in the United States 62,683 single men insane and 26,047 married men insane—which shows that the crazy men stay single. At the same time there were 37,116 single women insane and 35,075 married women insane—which proves that in January, 1910, married life made more women crazy than it did men. And the more you study these figures the crazier it makes you. —Journal of American Medical Association.

Unmistakable Symptoms.

"Doctor, I'm feeling awful. I can't eat, can't sleep, I—" "I can cure you," said the doctor. "Ask her to marry you."

What is "Spring Fever"?

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To suffer for a good cause lessens pain.

BRACE UP!

The man or woman with weak kidneys is half crippled. A lame, stiff back, with its constant, dull ache and sharp, shooting twinges, makes the simplest task a burden. Headaches, dizzy spells, urinary disorders and an "all worn out" feeling are daily sources of distress. Don't neglect kidney weakness and risk gravel, dropsy or Bright's disease. Get a box of Doan's Kidney Pills today. They have helped people the world over.

A Missouri Case

Mrs. Henry Brach, 1409 Main St., Lexington, Mo., says: "I had bladder and kidney trouble and my case was so severe I couldn't be on my feet. My back ached terribly and often made me cry out with the awful pain. My hands, limbs and ankles were swollen and my kidneys didn't act right at all. I had blind, staggering headaches when I couldn't see. I used different medicines but it was Doan's Kidney Pills that cured me."

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Sad Parting.

"Poor man," said the sympathetic housewife. "You say you lost your entire family in one day."

"Yes, ma'am, an it broke my spirit."

"What a tragedy! Did they die in an epidemic or get killed in an accident?"

"Neither, madam. The missus got a job in a restaurant an' quit me, takin' our poodle with her. The last I saw of them was when Fidokins poked his head out of the taxicab and barked a sad farewell."—Birmingham Age-Herald.

Good Place to Sleep.

"Business is business, but there's such a thing as going too far."

"What's the matter now?"

"Taking advantage of the agitation for a lasting peace, promoters of a new cemetery are advising the public that their lots offer superior advantages for peace and quiet."—Birmingham Age-Herald.

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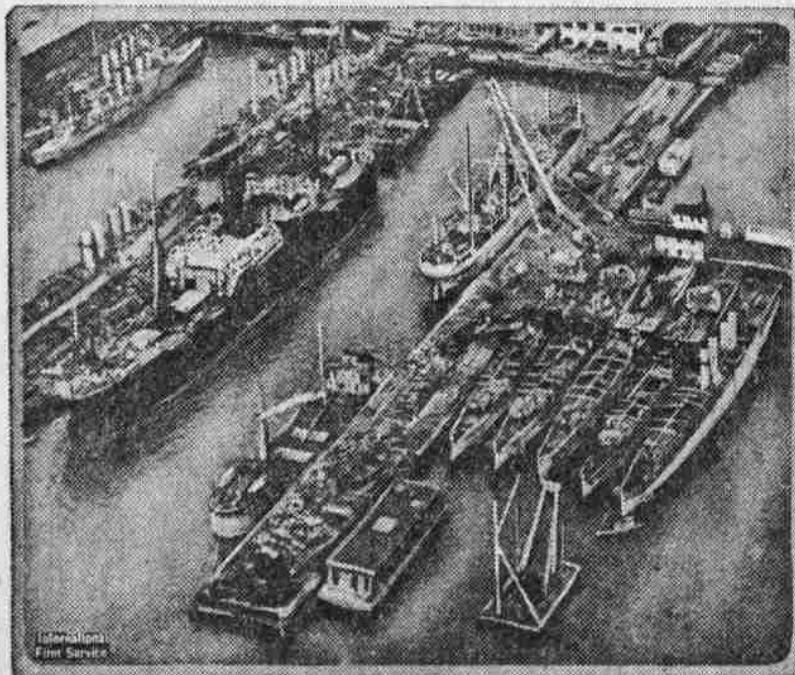
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W. N. U., ST. LOUIS, NO. 22-1918.

NEWPORT NEWS SHIPYARDS FROM AIR



Unusually interesting photograph of the shipyards at Newport News, Va., taken from an airplane. The view shows many of the transports and supply ships which have carried men and munitions between this country and France.

SPLIT OVER TOBACCO

Difference of Opinion Among Kentucky Experts.

Commissioner Wants Acreage Cut,
While University Advises
Plant More.

Louisville, Ky.—Differences in opinion between Mat Cohen, state commissioner of agriculture, and the college of agriculture, University of Kentucky, concerning tobacco production, have been published in a university bulletin.

Growers face disaster if the 1918 production of 427,000,000 pounds is exceeded, the commissioner declared at a meeting of loose leaf warehouse men.

Europe's immediate needs are 500,000,000 pounds, with but 400,000,000 available for export, the university bulletin asserts, adding that even with the probability of increased acreage in

North and South Carolina, Georgia and Kentucky, the total percentage of increase in the world's crop will not be greatly affected.

Meanwhile tobacco growers are reported to be planting greatly increased acreage in Kentucky. Those in the central part of the state, Commissioner Cohen declared, "are tobacco crazy." He said some farmers had rented land at \$200 an acre to grow tobacco. "With the cost of production now \$150 an acre," he continued, "as compared with \$80 to \$85 a few years ago, this would make the initial cost \$350 an acre before a furrow is turned. Growers cannot hope to profit with tobacco at 20 cents a pound, which we fully expect, and the production 300 pounds an acre."

On the other hand the university bulletin expresses the belief that "taking into consideration the abnormal conditions in the tobacco market, the outlook for next year's crop appears very favorable."